REMARKS

This is in response to the Office Action of June 11, 2009.

DRAWINGS

In Paragraph 1 of the Office Action, the Examiner has objected to the drawings as failing to comply with 37 C.F.R. 1.84(p)(5). Specifically, the Examiner states that the reference characters "L", "ℓ" and "a" are not mentioned in the description though they are present in the drawings. Accordingly, applicant has amended the specification to clearly mention the aforementioned reference characters "L" and "ℓ" and has eliminated "a".

SPECIFICATION

In Paragraph 2 of the Office Action, the Examiner cites specific examples of terms which she contends do not comply with 35 U.S.C. 112. Applicant has amended the specification to meet the requirements of 35 U.S.C. 112 taking into account the Examiners comments..

CLAIM REJECTIONS

In Paragraph 4 of the Office Action, the Examiner rejects Claims 1-4 under 35 U.S.C. 112 as failing to comply with the written description requirement.

Applicant has amended the specification and claims to overcome this rejection. Applicant's invention is commercially successful, particularly but not exclusively, in the NASCAR® racing circuit. According to NASCAR® specs, the rear axle is limited to a particular specified length on each side of the differential. The right rear axle is longer than the left rear axle and this creates problems on turns. Applicant's invention is to provide axles with the same spring rate so that these problems are eliminated. Since the

axle lengths are fixed, applicant has achieved the same spring rate for both axles by having a left rear axle with a smaller diameter than the right rear axle to provide a softer spring rate in twist. This equalizing of spring rate results in improved gripping on the track. The differently sized axles also provide more even distribution of power under acceleration as, for example, in drag racing.

The general advantages for all road vehicles include less wheel spin under acceleration, more even application of torque to drive wheels (even wear), less breakage in the drive train, a better response under starting acceleration, better grip when applying power through corners, more even deceleration and better drive wheel tire wear.

Since applicant's invention is to have two axles with the same spring rates and two different lengths, the axles must have different diameters. The right and left rear axles have fixed lengths. By calculating the spring rate for the right rear axle which has a known diameter, the diameter of the left rear axle may be calculated using the same spring rate. A smaller diameter left rear axle may thus be provided with the advantages noted above.

SUMMARY

Applicant has overcome the rejections under 35 U.S.C. 112 by amendment. Since no prior art has been cited against the invention, reconsideration and allowance of this application in its amended form with Claims 1-4 and new Claim 5 is respectfully requested.

Respectfully submitted,

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